

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Merseburg Airfield	DATE DISTR.	1 September 1955 25X1
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED			25X1

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

1. Aircraft Counts: 23 May - 10 June 1955

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A total of 20 MIG-15's including at least three U-MIG 15's, 1 LI 2 and 1 type 36 helicopter were observed throughout the period covered by report.

2. Aircraft Details:

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c. Fittings:- All MIG 15's were fitted with large auxilliary wing tanks.

d. Dispersal:- From dawn to dusk on each day during the period, 4 MIG 15's were parked at readiness adjoining the eastern end of the runway. The remaining MIG 15's have been towed from the hanger in the south-eastern corner of the airfield and parked in a line, only on days when flying has taken place.

3. Flying Activity:

a. During the period of report only slight flying activity has been undertaken, mostly by MIG 15's carrying out air-to-air firing exercises. Over the entire period, a local resident estimated that there was an average total of 8 to 10 sorties daily.

b. Night flying by individual MIG 15's has taken place two to three nights weekly. On these occasions only circuits and landings appeared to have been carried out.

FLASH (30)

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STATE	ARMY	X	NAVY	X	AIR	X	FBI	X	AEC										
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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c. On most days during the period of report, parachute jumping practice has been undertaken. During the morning a type 36 helicopter has made several ascents, hovering over the airfield at a height of approximately 600 - 800 meters. On each sortie a total of 12 individuals have made free jumps at irregular intervals. During the afternoons on the same days as the helicopter has flown, the LI 2 has taken off and circled the airfield at a height of approximately 800 meters, and on each of its two runs 12 individuals descended by parachute. The parachutists descending from the LI 2 appeared to jump at very regular intervals, giving the impression that they were using static chutes. All parachutes used throughout the period were of the normal circular type, the previously reported square ones not having been observed.

d. On 7 June at approximately 0750 hours, three MIG 15's including at least 1 U-MIG 15, overflew the airfield and landed. As the aircraft passed overhead, it was observed that each had what appeared to be a rigid aerial approximately two meters in length mounted directly at the base of the tail fin above the jet orifice. No further details were available as the aircraft were not observed airborne on any other occasion. All three aircraft had the normal silver finish.

4. Radio/Radar:

The following radio/radar installations were observed:-

- a. The previously reported Token located on the northwestern perimeter of the airfield has remained unchanged throughout the period. This radar has been in operation daily from dawn to dusk irrespective of local flying.
- b. A second Token radar arrived on the airfield on 1 June and was set up on the following morning in the southeastern corner of the airfield near the vehicle park. This set was frequently in operation right up until the close of the reporting period, but only appeared to function when flying took place from the airfield.
- c. The previously reported Fishnet remained in the southeastern corner of the airfield between the hangars and the nearby rail spur; the Kniferest was not visible after 9 June 1955.
- d. A single VHF Disc Cone surmounting a single mast alongside of which was a single radio van was located between the second Token and the four alert aircraft.
- e. A single masted radio beacon was situated approximately 500 m. from the eastern end of the runway. The previously reported unidentified equipment comprising a tarpaulin-covered structure on the rear of a modified ZIS 150 truck has been identified as an airfield navigation beacon which flashes a red characteristic whenever night flying has taken place. On four nights during the period this beacon was flashing "Z", but this characteristic has been observed to be changed frequently over the past six months.

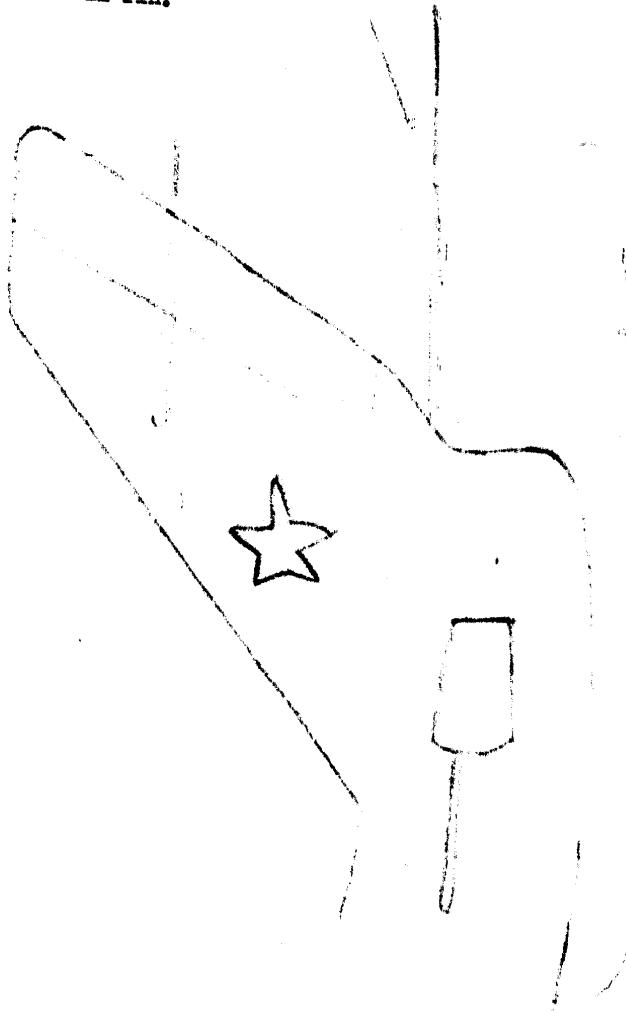
ANNEX: Sketch showing position of aerial observed on three MIG-15's overflying the airfield on 7 June 1955.

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Rigid aerial approved to be
approximately same overall
length as height of aircraft
tail fin.

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